

Welcome!

King County and the Federal Highway Administration/Washington Department of Transportation want to make sure the Phase II Environmental Impact Statement for the East Lake Sammamish Trail reflects what is important to you and your community.

- n Displays describing the alternatives, and the issues identified to date are set up around the room. Changes since the November scoping meeting are underlined.
- n Project staff wearing nametags are here to answer questions on the EIS process.
- n Flip chart pads and comment forms are located at each display for you to record your comments. In addition, a court reporter is available to take oral comment.

The logo for the East Lake Sammamish Trail is located in the bottom right corner. It features a green rectangular background with a white, stylized mountain range silhouette. The words "east lake sammamish trail" are written in a white, lowercase, sans-serif font, following the curve of the mountain range.

February 20, 2001
Public Scoping
Meeting

Request for Comments on the Scope of the EIS

Provide Oral Comments to the Court Reporter

Write Comments On Flip Charts

Place Written Comments in Box

Mail Written Comments to:

Cheryl Fambles, Responsible Official
C/O Lynn Lewicki, SEPA Coordinator
King County Department of Construction & Facility Management
500 Fourth Avenue
Seattle, WA 98104

e-mail address:

dcfm.sepacomments@metrokc.gov

Or

Federal Highway Administration
Attn: Elizabeth Healy
711 S. Capitol Way- Suite 501
Olympia, WA 98501



Phase II EIS Public Scoping Meeting

An Environmental Impact Statement, often referred to as an EIS, is a detailed study which:

- n Describes the project alternatives
- n Describes the environment potentially impacted by a project
- n Analyzes the significant environmental impacts of the proposed alternatives
- n Identifies unavoidable adverse environmental impacts, if any
- n Recommends measures to mitigate or minimize significant and unavoidable environmental impacts

Scoping is a process used to identify and present as early as possible issues, concerns, and alternatives for evaluation in the EIS.

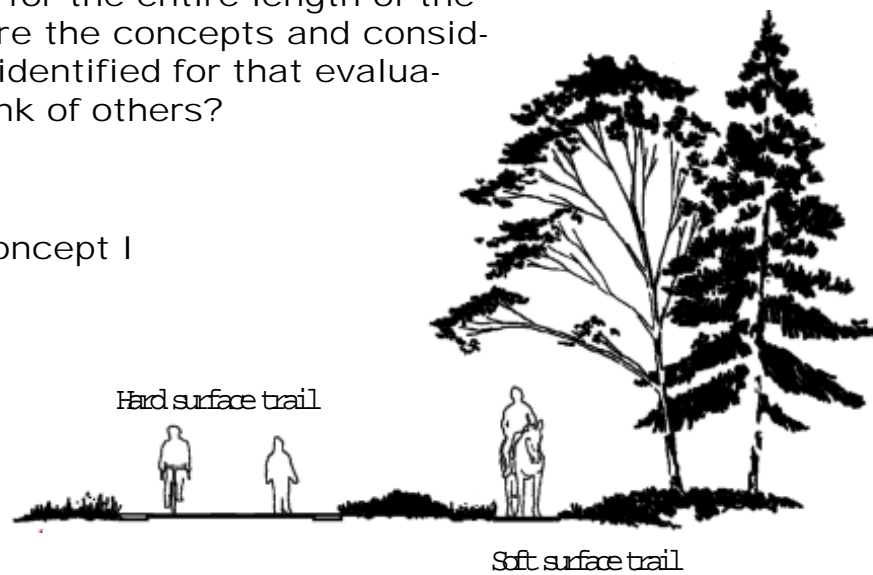
Specific scoping objectives are:

- n Identify the affected public and agency concerns
- n Focus the issues and alternatives to be examined in detail in the EIS
- n Facilitate an efficient EIS preparation process

This is a public scoping meeting for the Phase II EIS. Public comment on the scope of the project and the environmental issues to be considered and evaluated are requested at this meeting.

Equestrian use will be evaluated for all alternative alignments for the entire length of the corridor. These are the concepts and considerations we have identified for that evaluation. Can you think of others?

Equestrian Trail Concept I



Equestrian Trail Concept II



Equestrian Trail Concept II



Trail Location Considerations:
Corridor Width
Sensitive Areas
Topography
Hardsurface Trail Alignment

east lake sammamish trail

EIS Alternatives

The EIS process requires the evaluation of reasonable alternatives, and a no action alternative. A reasonable alternative is a feasible alternate course of action that meets the project's objective at a lower environmental cost.

Do you have comments
on the alternatives?



No Action Alternative

The No Action Alternative for the trail includes the following programmatic elements:

- n No further provision of federal funding
- n No further master planning on the East Lake Sammamish Trail
- n Cessation of any interim uses that have been established on the railbed

The No Action Alternative includes basic maintenance of the trail corridor but does not allow public use of the railbed. The No Action Alternative does not include any construction elements, but includes the following resource protection elements:

- n Signage
- n Litter control
- n Culvert maintenance

Natural Environment

What we have heard to date:

- n Protect natural resources:
 - Wetlands
 - Streams and tributaries
 - Wildlife habitat - duck mating areas, eagle roosts, and deer passage
 - Wildlife corridors
 - Existing evergreen trees
- n Protect fish and fish passage
- n Effect of fencing on wildlife corridors & habitat areas: duck mating areas, eagle roosts, and deer passage
- n Impact of construction/operation on wildlife and habitat
- n Effects of horse waste
- n Effects of trail on salmon recovery plans
- n Impact of creosote/hazardous waste
- n Impact of added impervious surface
- n Edge treatment should keep trail users on trail, but allow for wildlife passage

Are there any other issues?

Natural Environment

What we have heard to date:

- n Drainage and stormwater runoff concerns
- n Protect Lake Sammamish water quality
- n Proximity of trail to sensitive areas
- n Limitation of access to Lake Sammamish shoreline
- n Environmental protection during construction
- n Identify locations for culvert replacement
- n Identify fish enhancement for all culvert replacements
- n Issues of erosion/sedimentation and landslides
- n Use trail to promote environmental education and appreciation
- n Dogs are a problem for ducks
- n Effects of returning the trail to rail use at some future date

Are there any other issues?



Noise and Aesthetics

What we have heard to date:

- n Trail users will impact views
- n Vegetation should not block views
- n Trail user noise
- n Chainlink fence is undesirable
- n Encourage vegetative buffers
- n Property owners should be able to landscape along trail to discourage public access

Are there any other issues?



Public Facilities & Services

What we have heard to date:

- n Parking
 - Provide parking for local and regional trail users
 - Enforce parking regulations
 - Provide horse trailer parking at Marymoor and Sammamish State Park
 - Impacts to existing local parking
 - impacts from proximity to convenience stores, beach clubs, etc.
 - Safety of school children waiting for buses
- n Waterfront access
 - Protect private waterfronts
 - Provide public access to waterfront
- n Increase in traffic congestion
- n Trail access
 - Protect private drives
 - Provide public access for local and regional users
- n Availability, access, and response time for emergency services
- n Increase in litter, dog waste, rodents and horse waste
- n Develop a trail user fee
- n Trail maintenance
- n Trail lighting
- n Enforcing trail hours

Are there any other issues?



Trail User Safety

What we have heard to date:

- n Numerous road crossings of trail
- n Minimize crossings where possible
- n Trail user and vehicle conflicts
- n Vehicle stacking room is necessary between trail and perpendicular roads
- n Cars should have right of way at crossings
- n Horses should have right of way at busy road crossings
- n Trail user/residential path conflicts
- n Sight distance at trail crossings
- n Driver liability
- n East Lake Sammamish Parkway is unsafe for pedestrians and bicyclists
- n If trail is located on East Lake Sammamish Parkway an adequate buffer should be required
- n Moving trail to parkway will increase visibility and provide better safety

Are there any other issues?



Trail User Safety

What we have heard to date:

- n Provide rumble strips at trail crossings
- n Bollards are dangerous
- n Trail users should have right of way
- n Time of use
- n No trail lighting
- n Evaluate historical/existing uses and conditions of the rail right-of-way
- n Limit/enforce bicycle speed on trail
- n Limit trail use to pedestrians and slow bikers
- n Provide for personal safety in areas where people can hide
- n Provide separation between trail users and vehicles
- n Have 4-way stops at all major crossings
- n Fences that shield activity can be problematic for equestrians
- n How will bike speeds be enforced?
- n Crosswalk activation buttons should be located at horse rider height
- n Discourage major changes in trail elevation which can be hazardous to elderly, the disabled, and children

Are there any other issues?



Property Owner Safety and Security

What we have heard to date:

- n Increase in crime, loitering and vandalism
- n Trespass issues
- n Parties on private property
- n Property owner liability
- n Property owner privacy
- n Property owner crossings
- n Trail proximity to residences
- n Public use of private drives is unsafe

Are there any other issues?

Recreation

What we have heard to date:

- n Use/Do not use as a multi-use trail
- n Focus on building a class I trail
- n Types of trail use:
 - Pedestrians
 - Bicycles
 - Inline skaters/roller blades
 - Horses
- n Hours of operation:
 - Dawn to dusk only
- n Connections to regional and local trail and park systems:
 - Pickering Trail
 - Laughing Jacobs/Klahanie Trail
 - Bear/Evans Creek Trail
 - Sammamish River Trail
 - Mountain to Sounds Greenway
 - Redmond Town Center
 - Marymoor Park
 - Lake Sammamish and Bridal Trails State Parks
- n No benches or anything to encourage loitering
- n Keep trail in as natural an area as possible
- n Provide lake views from trail whenever possible
- n Trail should be free from road noise and pollution, when possible
- n A cultural resources survey should be done

Are there any other issues?



Amenities

What we have heard to date:

- n Trash receptacles should be located at trail access points only
- n Vegetation should be of varied heights and species types
- n Provide mounting blocks, hitching posts, water troughs, and compost bins
- n Interpretative signs at trail heads should describe the history and past use of trail corridor
- n Provide drinking fountains
- n No amenities close to private homes
- n Picnic areas at access points
- n Restrooms
- n Parking

Are there any other issues?



Millennium Trolley Project

Proponents of the Millennium Trolley Project and the Issaquah Historical Society have requested King County to consider the Trolley Project while conducting the East Lake Sammamish Trail Master Plan.

The Millennium Trolley Project is a proposal to run a passenger trolley between Issaquah and Lake Sammamish State Park within a portion of the County owned corridor. If the Millennium Trolley project proposal were to move into a development phase the following options have been identified to date and could be considered and evaluated, along with other options the trolley proponents identify:

- n Locate the trolley and a Class I trail within the corridor.
- n Locate the trolley and a Class II trail within the corridor while also developing an additional Class II trail through Lake Sammamish State Park that connects to the existing Pickering trail. A Class I trail could be developed within the corridor between NW Gilman Boulevard and the existing railbed/Pickering trail intersection (station points 101-120).
- n Locate the trolley within the corridor and develop a Class I trail through East Lake Sammamish State Park connecting to the Pickering Trail. This option would have no public trail within the corridor between the existing railbed/Pickering Trail intersection and Lake Sammamish State Park. A Class I trail could be developed in the corridor between NW Gilman Boulevard and the existing railbed/Pickering trail intersection (station points 101-120).

The following issues may require further study by trolley proponents prior to the Millennium Trolley being developed within the corridor:

- n Wetlands and streams
- n Wildlife and fish
- n Transportation/Parking
- n Recreation
- n Trail user safety
- n Land and shoreline use
- n Impacts of relocating the trail

